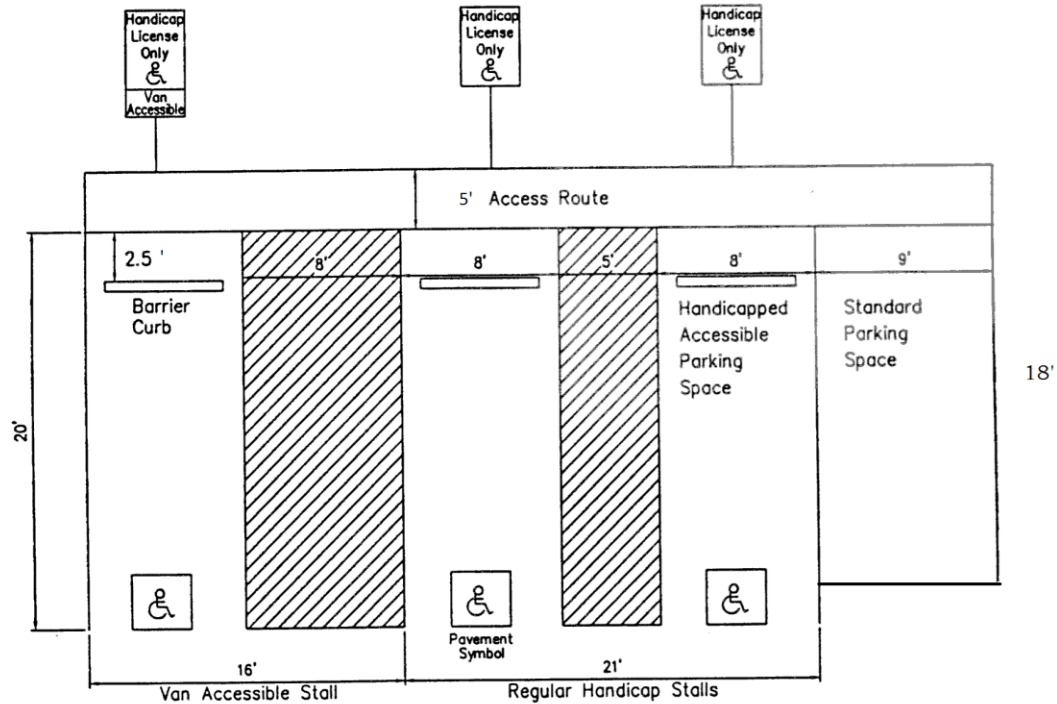


Appendix A
PARKING, STREETS AND ROADWAYS

MINIMUM DESIGN CRITERIA FOR PARKING, STREETS, AND ROADWAYS

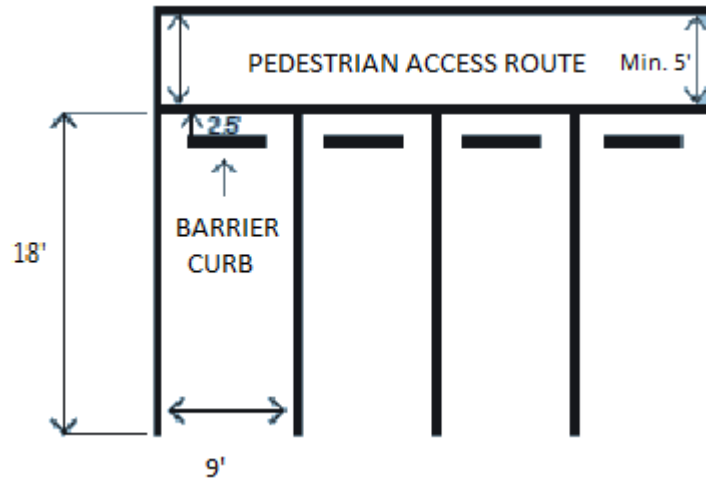


Handicap Stall Striping is Blue (8 inch lines on 4 ft. centers)
 All Stalls Must Have Handicap Symbol Pavement Marking
 (30 inches x 36 inches minimum)
 All Handicap Signs and Symbols are White on a Blue Background

ADA GUIDELINES

(Please refer to current version of ADA guidelines)

PARKING REQUIREMENTS TO PREVENT VEHICLE OVERHANG INTO PEDESTRIAN ACCESS ROUTE



SIGHT DISTANCES TRIANGLES

(Vision Triangle or Sight Distance Triangle)

No parking spaces will be permitted on corner lots within the sight distance triangles defined below:

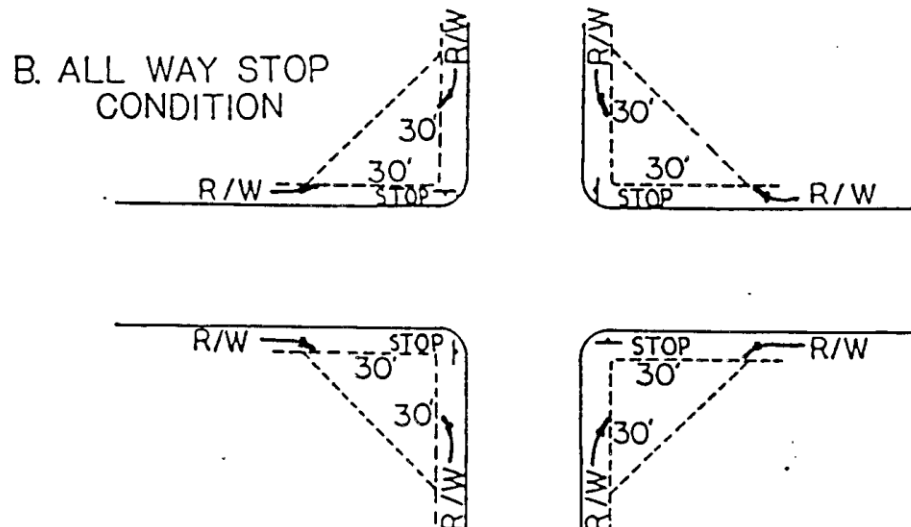
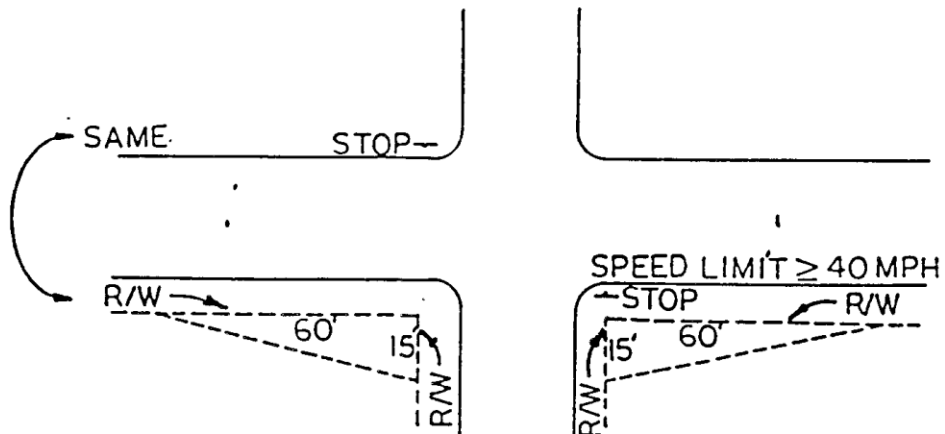
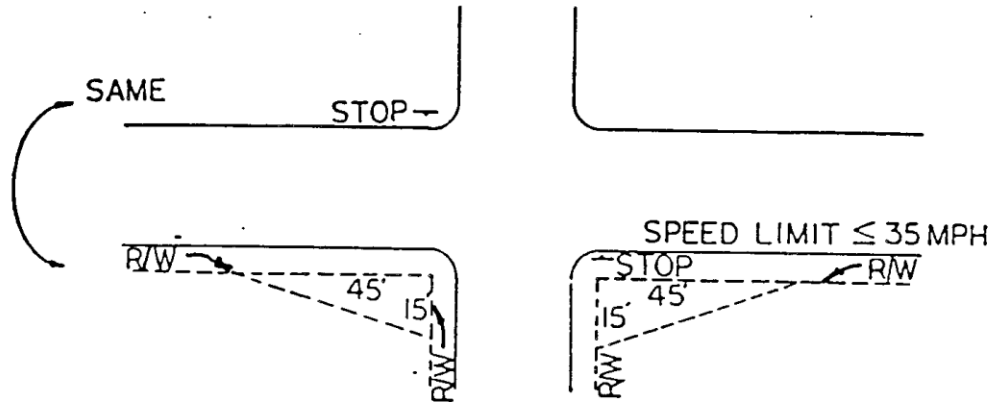
Sight triangle (vision triangle or sight distance triangle) means the triangular area formed by a diagonal line connecting two points located on intersecting street right-of-way lines (or a right-of-way line and the curb or edge of a driveway). The sight triangle may consist of one or two different configurations. Intersections of streets may consist of a combination of the various geometric designs given on the following page:

- (a) At intersections with streets having a speed limit that is less than or equal to 35 mph, a sight triangle of 15 feet by 45 feet is required with the longer dimension parallel to the street with the speed limit that is equal to or less than 35 mph. (See Figure 2A Top Figure)
- (b) At intersections with streets having speed limits that are greater than 35 miles per hour (mph), a sight triangle 15 feet by 60 feet is required with the longer dimension parallel to the street with the speed limit that is greater than or equal to 40 mph. (See Figure 2A Bottom Figure)

See Figure 2 on following page.

SIGHT DISTANCES TRIANGLES INTERSECTION STREETS

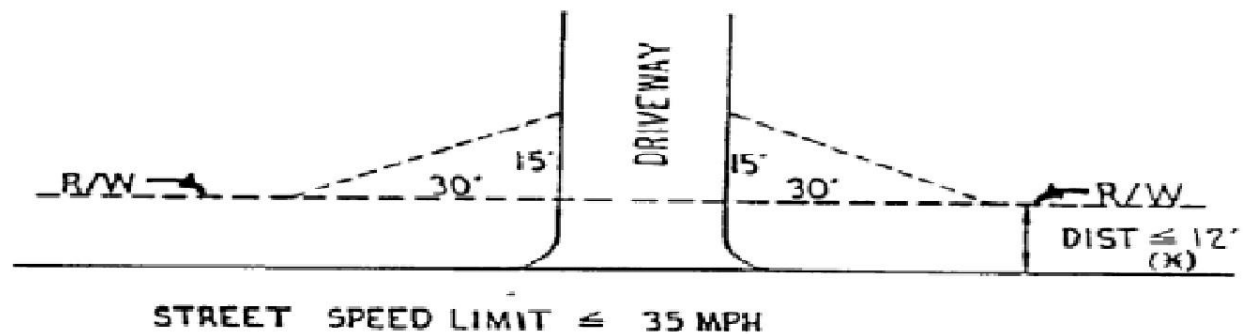
A. TWO WAY STOP CONDITION



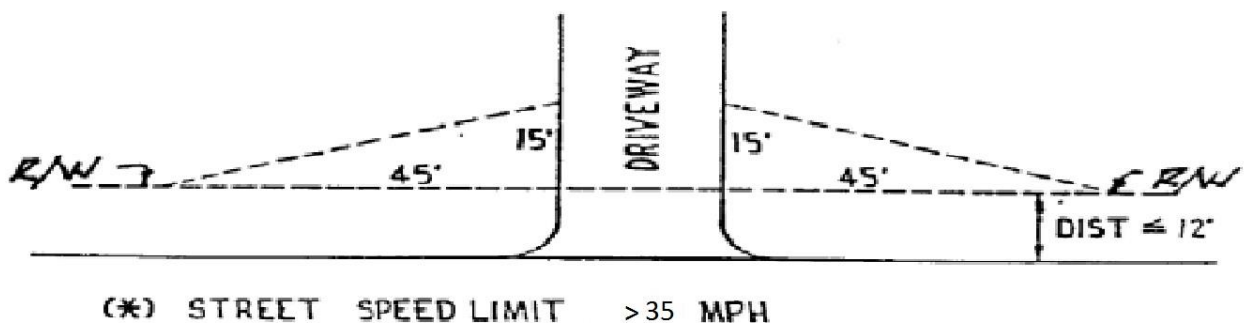
C. No parking spaces will be permitted adjacent to commercial or multifamily driveways with the site distance triangle defined below:

For driveways exiting commercial or multifamily businesses or developments a sight triangle of fifteen (15) feet by thirty (30) feet shall be required with the longer dimension running parallel to the public street. (See Figures Below)

SITE DISTANCE TRIANGLES FOR DRIVEWAYS



(*) IF THIS DISTANCE IS GREATER THAN 12 FT AND WIDENING OF STREET IS NOT CONTEMPLATED OR POSSIBLE AS PART OF THE MAJOR STREET PLAN OR COMPREHENSIVE PLAN. A WAIVER OF THE SIGHT DISTANCE TRIANGLE REQUIREMENT CAN BE REQUESTED.



(*) IF THIS DISTANCE IS GREATER THAN 12 FT AND WIDENING OF STREET IS NOT CONTEMPLATED OR POSSIBLE AS PART OF THE MAJOR STREET PLAN OR COMPREHENSIVE PLAN. A WAIVER OF THE SIGHT DISTANCE TRIANGLE REQUIREMENT CAN BE REQUESTED.

Minimum Design Requirements for all Entrances and Exits (Driveways) on City-Parish Streets and Roadways (See figures on following pages.) Must adhere to City-Parish Standard Detail for driveways.

PROPERTY CORNER

R/W

(A) 20' (MIN)

X

R=25'

R=25' (MIN)

R=25' (MIN)

X

R/W

5' (MIN)

10' (MIN)

CURB TO BE CUT AT DRIVEWAY ENTRANCE

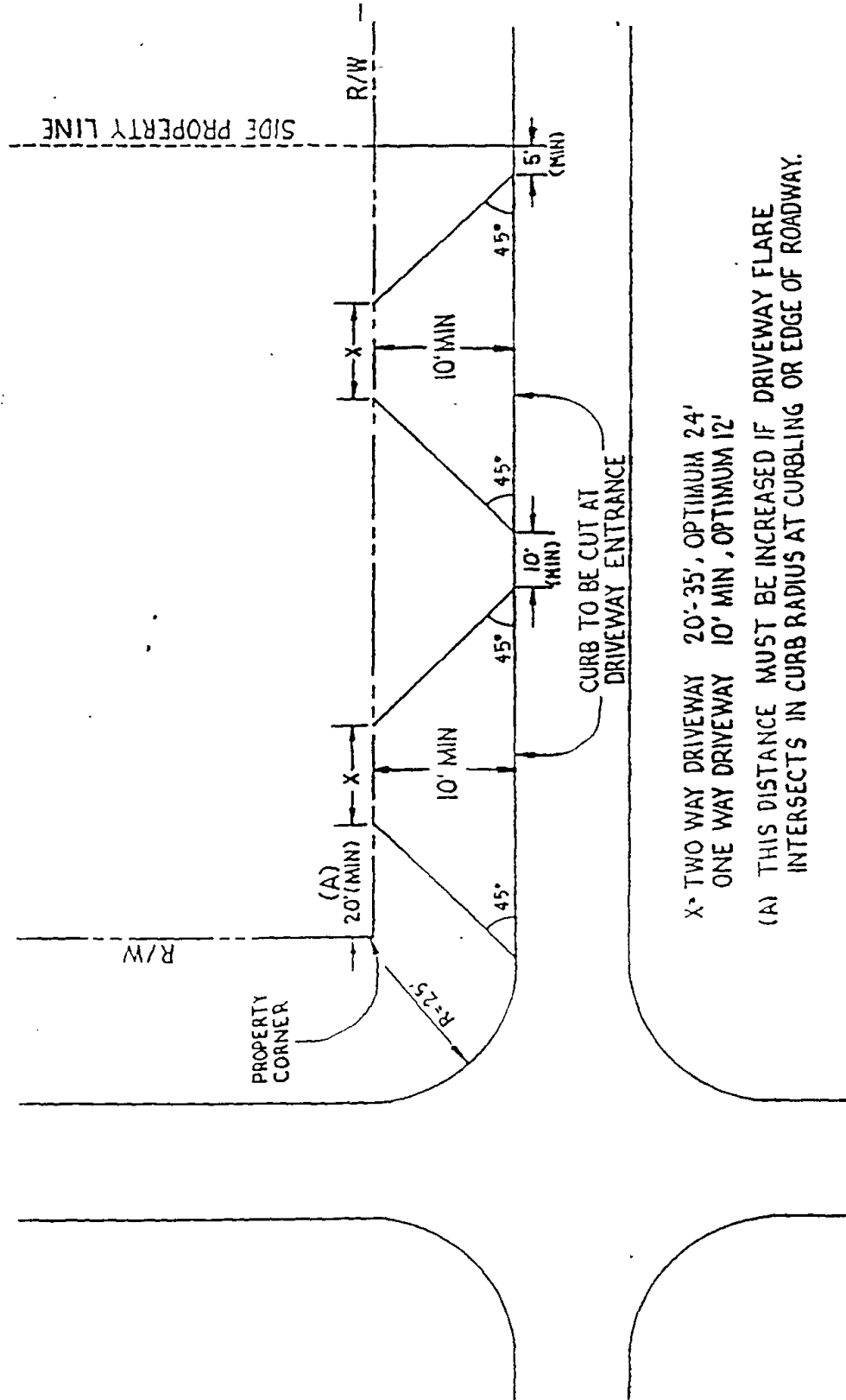
SIDE PROPERTY LINE

X = TWO WAY DRIVEWAY 20'-35', OPTIMUM 24'
 ONE WAY DRIVEWAY 10' MIN, OPTIMUM 12'

(A) THIS DISTANCE MUST BE INCREASED IF DRIVEWAY FLARE INTERSECTS IN CURB RADIUS AT CURBLING OR EDGE OF ROADWAY.

(A) THIS DISTANCE MUST BE INCREASED IF DRIVEWAY FLARE INTERSECTS IN CURB RADIUS AT CURBLING OR EDGE OF ROADWAY.

MINIMUM DESIGN REQUIREMENTS FOR DRIVEWAYS



X = TWO WAY DRIVEWAY 20'-35', OPTIMUM 24'
 ONE WAY DRIVEWAY 10' MIN, OPTIMUM 12'

(A) THIS DISTANCE MUST BE INCREASED IF DRIVEWAY FLARE INTERSECTS IN CURB RADIUS AT CURBLING OR EDGE OF ROADWAY.

BIKE RACK DESIGN PRINCIPLES

A BIKE RACK SHOULD:

- support the bicycle upright by its frame in two places;
- prevent the bicycle from tipping over;
- enable the frame and one or both wheels to be secured simultaneously;
- support bicycle without a diamond shaped frame with a horizontal top tube;
- securely mounted to resist removal;
- allow both U-locks and cables, with no way of slipping off;
- allow front-in or back-in parking; and
- resist being cut or detached using common hand tools.



Inverted “U”

supports two bikes,
one on either side



“A”

supports two bikes,
one on either side



Post & Loop

supports two bikes,
one on either side



Ring

supports two bikes,
one on either side



Custom racks, like the fish and coffee cup above, should adhere to design principles

Information provided by the American Association of Pedestrian and Bicycle Professionals